

CLASSIFIED MESSAGE

2332Z 17 JUL 59

SECRET

ROUTING

1	4
2	5
3	6

88B

DIRECTOR  
25X1A

DOCUMENT NO.

NO CHANGE IN CLASS. ☐

DECLASSIFIED

CLASS. CHANGED TO: TS S (C) 204

NEXT REVIEW DATE:

AUTH. HR 70-2

DATE: 2/14/81 REVIEWER: 037169

PRIORITY

DPD (1-2-3-4-5-6-7-8)

S/C (9)

JHP

TOR: 0046Z 18 JULY 59

25X1A

25X1A

IN 03384  
25X1A

ATTN: MR BISSELL

INFO COL BURKE

25X1A

J75

1. AIRPLANE 342 FLIGHTS AS FOLLOWS:

46 - 14 JULY - ENGINE TESTS.

47 - 15 JULY - ENGINE TESTS.

48 - 16 JULY - ENGINE TESTS.

THESE TESTS HAVE SHOWN THAT ENGINE BANGING CAN BE AVOIDED BY USE OF A 15TH STAGE BLEED DURING CLIMB THROUGH MODERATE ALTITUDES. AIRSTARTS HAVE BEEN SUCCESSFUL UP TO AN ALTITUDE OF 42,000 FEET. FURTHER EXPLORATION WILL BE MADE. AIRPLANE 342 IS OUT OF COMMISSION FOR INSTALLATION OF AN ADDITIONAL 15TH STAGE BLEED, ACTIVATION OF INTERSTAGE BLEEDS AND ADDITION OF A 9 INCH OIL COOLER.

2. AIRPLANE 358 FLIGHTS AS FOLLOWS:

29 - 15 JULY - 2:10 - A AND E.

SECRET

274 hrs

S E C R E T

25X1A

3630 (IN 03384)

PAGE TWO

30 - 16 JULY - 3:10 - B CAMERA.

SMALL INEXPENSIVE RUBBER BUSHINGS WERE INSTALLED ON THE CAMERA MOUNTS FOR FLIGHT 30. RESULTS ARE BEING ANALIZED. A FLAMEOUT WAS EXPERIENCED AT 56,000 FEET ON FLIGHT 29. THIS WAS THE SECOND CLIMB OF THE FLIGHT AND WAS AT MAXIMUM ALLOWABLE POWER.

3. AIRPLANE 351 FLIGHTS AS FOLLOWS:

- 4 - 14 JULY - 5:37 - PERFORM DATA, ACCEL. SERVICE.
- 5 - 14 JULY - 1:50 - EGT CHECK.
- 6 - 15 JULY - 6:01 - PERFORMANCE DATA, ACCEL. SERVICE
- 7 - 15 JULY - 6:01 - PERFORMANCE DATA, ACCEL. SERVICE.
- 8 - 16 JULY - 6:04 - PERFORMANCE DATA, ACCEL. SERVICE.
- 9 - 16 JULY - 6:00 - PERFORMANCE DATA, ACCEL. SERVICE.

DURING FLIGHT 6 THREE FLAME OUTS WERE EXPERIENCED AT 58,000 TO 59,000 FEET. THE SECOND AND THIRD WERE INDUCED BY MAKING THE CLIMB AT INCREASED POWER INSTEAD OF DECREASED POWER. A FORTH CLIMB AT REDUCED POWER WAS SATISFACTORY.

<sup>4</sup>. THE ENGINE FLAMEOUTS THAT HAVE BEEN EXPERIENCED CAN BE AVOIDED BY USING REDUCED POWER DURING THIS PHASE OF THE CLIMB. THIS POLICY HAS BEEN FOLLOWED SINCE FLIGHT 6 ON AIRPLANE 351. NO MORE FLAMEOUTS HAVE OCCURED TO DATE. TESTS WILL CONTINUE ON THIS INSTRUMENTED AIRPLANE 342.

S E C R E T

S E C R E T

25X1A

██████████ 3600 (IN 03384)

PAGE THREE

5. A TOTAL OF 274 FLYING HOURS HAVE BEEN ACCUMULATED  
ON THE J75 MODEL.

END OF MESSAGE

S E C R E T